GOVERNMENT OF INDIA
ROAD TRANSPORT AND HIGHWAYS
LOK SABHA

UNSTARRED QUESTION NO:7253
ANSWERED ON:21.05.2012
REPAIRING OF MAHATAMA GANDHI SETU
Yadav Shri Hukamdeo Narayan

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the name of the company which has constructed Gandhi Setu over river Ganges in Patna and the date on which it was constructed alongwith the names of the consultants in the above context;

(b) the proposed life span of the said bridge and reasons for its becoming dilapidated before the time and persons responsible therefor;

(c) the total expenditure incurred on its repair and expenditure likely to be incurred thereon and the time since when the repair work is going on and the time by which it is likely to be completed;

(d) whether the bridge can sustain the weight of hundred tonnes once its repair work is completed and if so, the details thereof;

(e) whether the bridge would be able to sustain the carriage of vehicles which are likely to ply on this bridge once the under construction four lane road at Hajipur and further Muzzaffarpur to Chhapara is completed; and

(f) if not, the alternative to be provided by the Government in this regard?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA)

(a) The work of Mahatma Gandhi Setu was awarded to M/s Gammon India Ltd on Design and build basis in 1972. The upstream lane has been constructed between 1972 and 1982 whereas downstream lane has been constructed between 1983 and 1987.

(b) No life span of the bridge was stipulated in the contract. However, bridges are normally expected to be in service for 50 years. The design of bridge components conformed with the standards prevailing at that time which has not proved successful today. Other bridges constructed with the same technology have also given problem.

(c) An amount of Rs. 102.83 crore has been incurred on repair and rehabilitation of MG Setu. The repair work started in 2001 based on the assessment of distress made on the basis of visual observation on selected spans. NHAI has engaged a consultant for suggesting short term and long term repair and rehabilitation measures for the bridge alongwith the cost. It is premature to indicate the time of completion.

(d) & (f) The aim of feasibility study being undertaken by the consultant is to suggest scheme for revival of the bridge to withstand the IRC loading condition and the anticipated traffic. Besides, after the construction of bridge at Digha Ghat and proposed bridge at Raghopur Diara, the traffic would be shared between these three bridges.